

BookletChart™

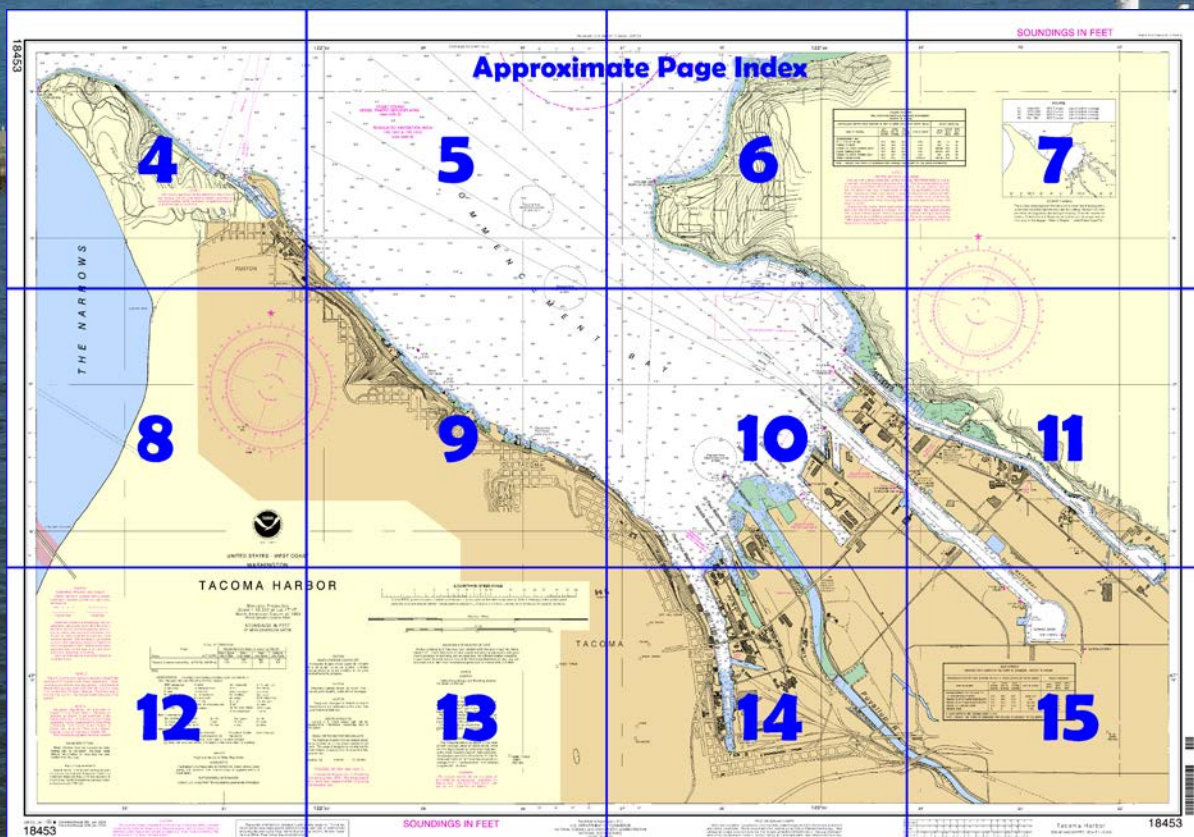
Tacoma Harbor NOAA Chart 18453



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18453>.



(Selected Excerpts from Coast Pilot)

Dash Point, the E entrance of Commencement Bay, and the village of **Dash Point** are 1 mile NE of Browns Point.

Point Defiance, the W entrance of Commencement Bay, terminates in a very prominent dirt bluff, 160 feet high. A light is just W of the point. The terminal for the Point Defiance/Tahlequah ferry is approximately 1.8 miles SSE of the Point. A small boat launch ramp is just S of the terminal

adjacent to a small-craft boat basin formed by a manmade peninsula.

Point Defiance Park is wooded along its northeastern shore for 3.8 miles

from the end of the point.

Commencement Bay entrance lies 18 miles S of Alki Point and 56 miles S of Point Wilson. The bay is about 2.5 miles in length, easy of access, and free of dangers. Log storage grounds are off the NE shore of the bay.

Tacoma, the second city in size and importance on the sound, occupies the S and SW shores of Commencement Bay, and its residential area has grown N into Seattle's S suburbs, and to Steilacoom on the SW.

The **Port of Tacoma** is a rapidly expanding major port, second only to Seattle in maritime importance on Puget Sound. Its exports include lumber and other wood products, grain, refined metals, machinery, general and containerized cargo; imports include alumina, and refined steel, automobiles, electronic equipment, rubber, and meat. Much of the Alaska trade originates here.

The **Marine Exchange of Puget Sound**, located in Seattle, has a Vessel Monitoring/Vessel Reporting service which tracks the arrival of a vessel from a time prior to arrival at the pilot station to a berth at one of the Puget Sound ports. Constant updates of the ship's position and estimated time of arrival are maintained through a variety of sources. This information is available to and is passed to the vessel's agents and to other interested activities. These services continue until the vessel passes the pilot station on her outbound voyage.

Other services offered by the Marine Exchange include a daily newsletter about future marine traffic in the Puget Sound area, communication services, and a variety of coordinative and statistical information. The office monitors VHF-FM channels 20 for Grays Harbor traffic, 9 for Strait of Juan de Fuca traffic to Protection Island, and 20 for Puget Sound traffic from Protection Island, 24 hours a day.

Vessel Traffic Service Puget Sound, operated by the U.S. Coast Guard, has been established in the waters of the Strait of Juan de Fuca, Rosario Strait, Admiralty Inlet, Puget Sound, and the navigable waters adjacent to these areas. (See **161.1 through 161.155**, chapter 2, for regulations, and the beginning of chapter 12 for additional information.)

Regulated navigation area.—Due to heavy vessel concentrations, the waters of the Strait of Juan de Fuca, the San Juan Islands, the Strait of Georgia, and Puget Sound, and all adjacent waters, are a regulated navigation area. (See **165.1 through 165.13 and 165.1301**, chapter 2, for regulations.)

Floating logs and **deadheads** or **sinkers** may be encountered anywhere in Puget Sound; caution should be exercised.

Anchorage.—A **general anchorage** is off the N shore of Commencement Bay. (See **110.1 and 110.230**, chapter 2, for limits and regulations.) The depths elsewhere in the bay, as a rule, are too great for anchorage. In 2010, a wreck covered 54 feet (47°17'36"N., 122°26'06"W.) and a submerged obstruction (47°17'33"N., 122°26'00"W.) were reported near the NW corner of the anchorage area.

City regulations permit anchorage in any part of the bay outside the harbor lines so as not to interfere with vessels arriving or departing from their docks.

Currents.—The tidal currents in the harbor have little velocity, except in Hylebos Waterway where the NOAA Ship **McARTHUR** reported estimated currents of up to 2 knots in 1994.

Harbor regulations are administered by the **harbormaster**, whose headquarters are at the fire station at 901 South Fawcett Street. The general offices of the Port of Tacoma are in the Tacoma Building at the corner of 11th and A Streets; the Port of Tacoma terminal offices are at Pier 2.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle

Commander

13th CG District

(206) 220-7001

Seattle, WA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

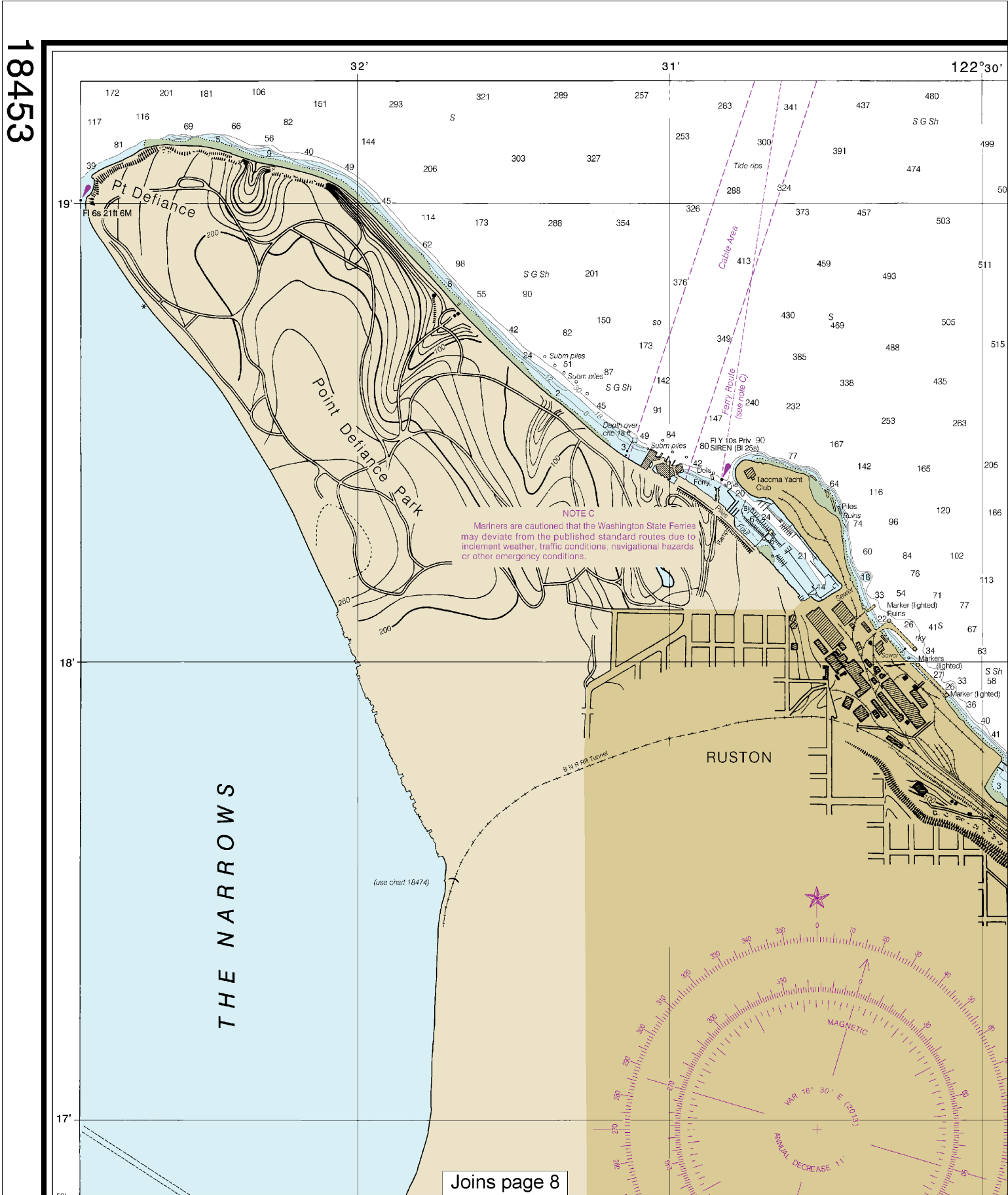
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

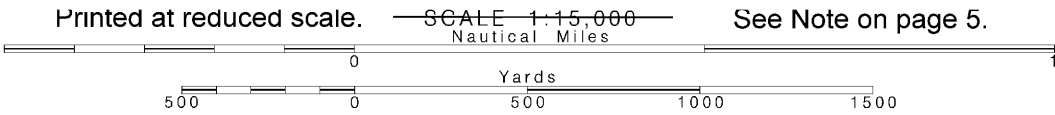


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

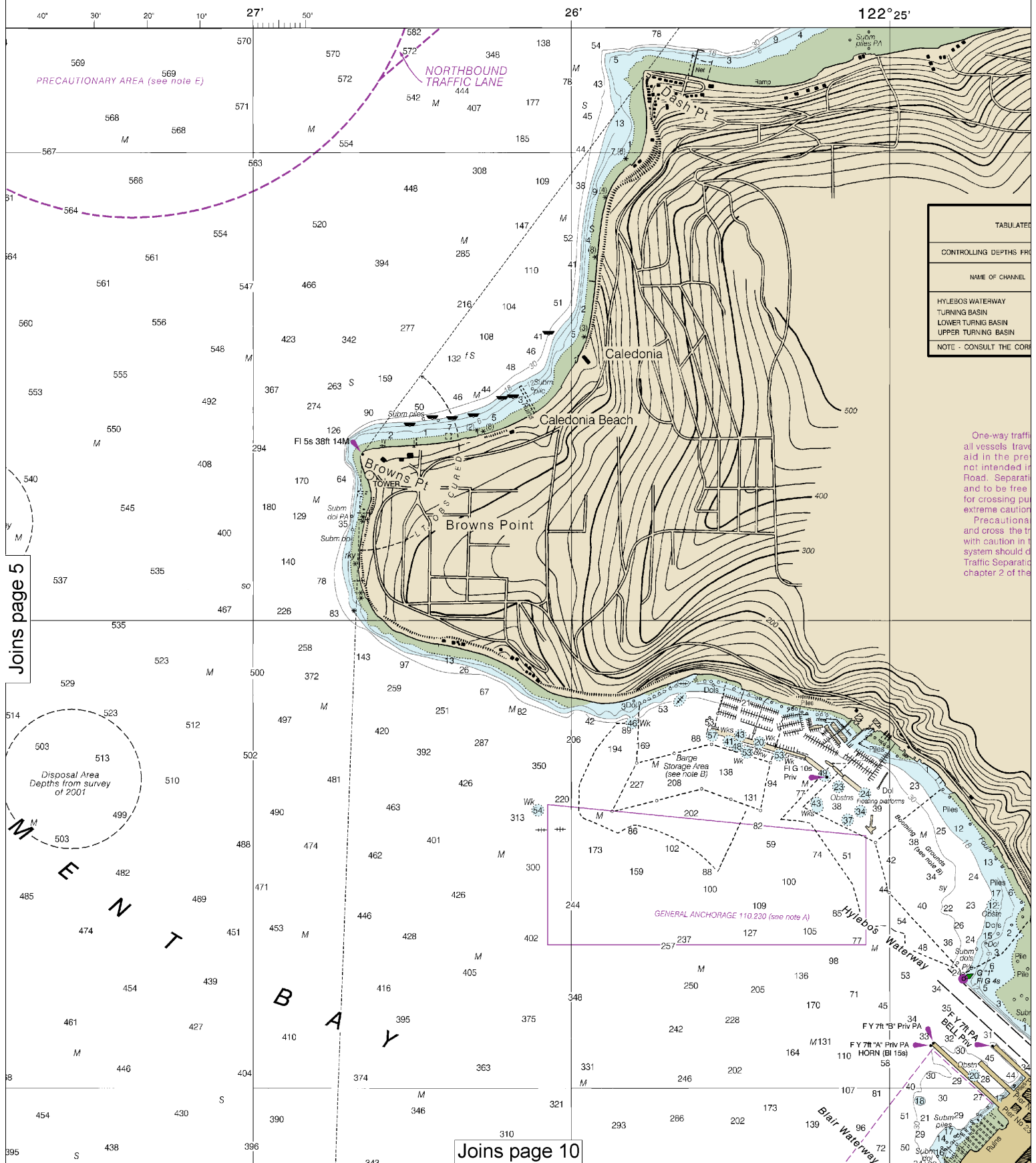


Note: Chart grid lines are aligned with true north.



See Note on page 5.

5



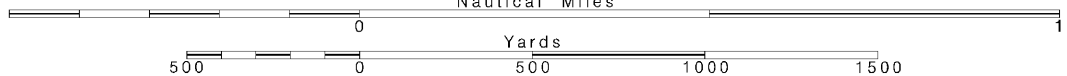
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



24'

23'

22'

19'

HYLEBO'S WATERWAY						
FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015						
FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH MLLW (FEET)
	3.8	15.7	8.3	5-15	200	3.10
	16.0	16.0	16.0	5-15	100	0.30
	20.0	20.0	20.0	5-15	310	0.20
	26.4	26.4	26.4	5-15	580	0.20

FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

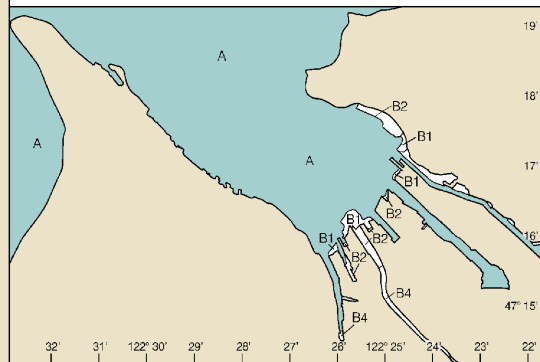
NOTE E

TRAFFIC SEPARATION SCHEME

Traffic lanes overprinted on this chart are RECOMMENDED for use by vessels between the points involved. They have been designated to prevent collisions in the Puget Sound waters, but are in no way to supersede or alter the applicable Rules of the Navigation. Separation zones are intended to separate inbound and outbound traffic of ship traffic. Separation zones should not be used except for the purposes. When crossing traffic lanes and separation zones, use caution. Areas have been established where major lanes merge or cross. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the Sound should do so at these precautionary areas. For more information regarding the Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and 7 or the U.S. Coast Pilot.

SOURCE

A	1990-2010	NOS Surveys	full bottom coverage
B1	1990-1996	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

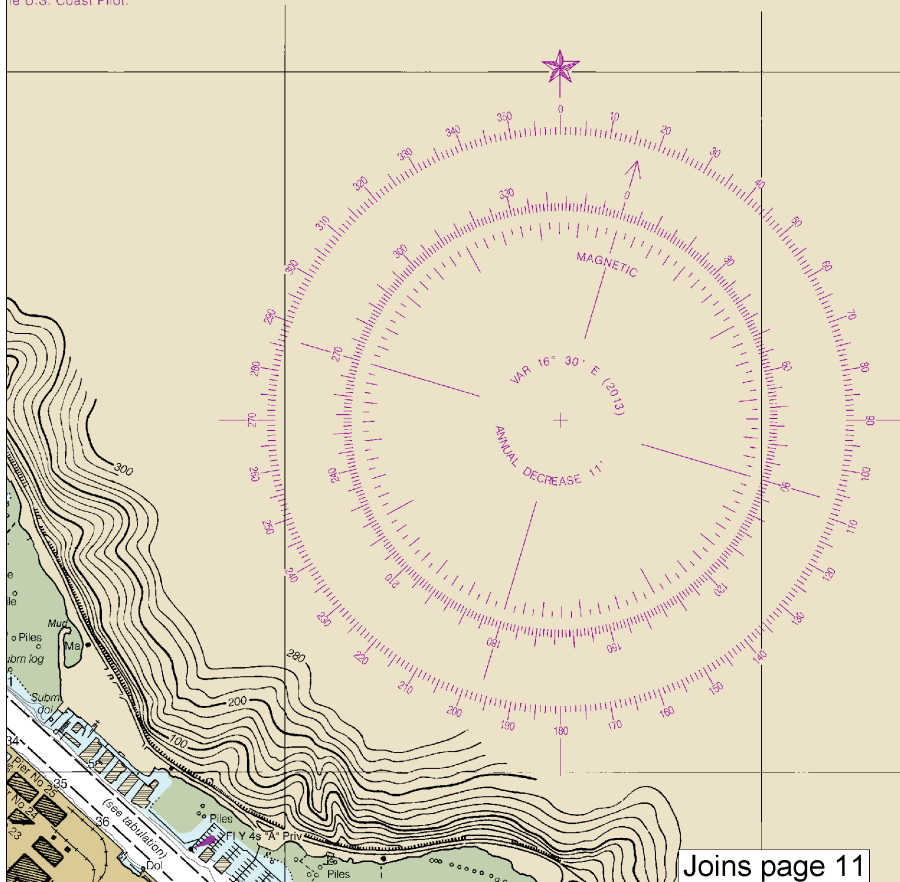


SOURCE DIAGRAM

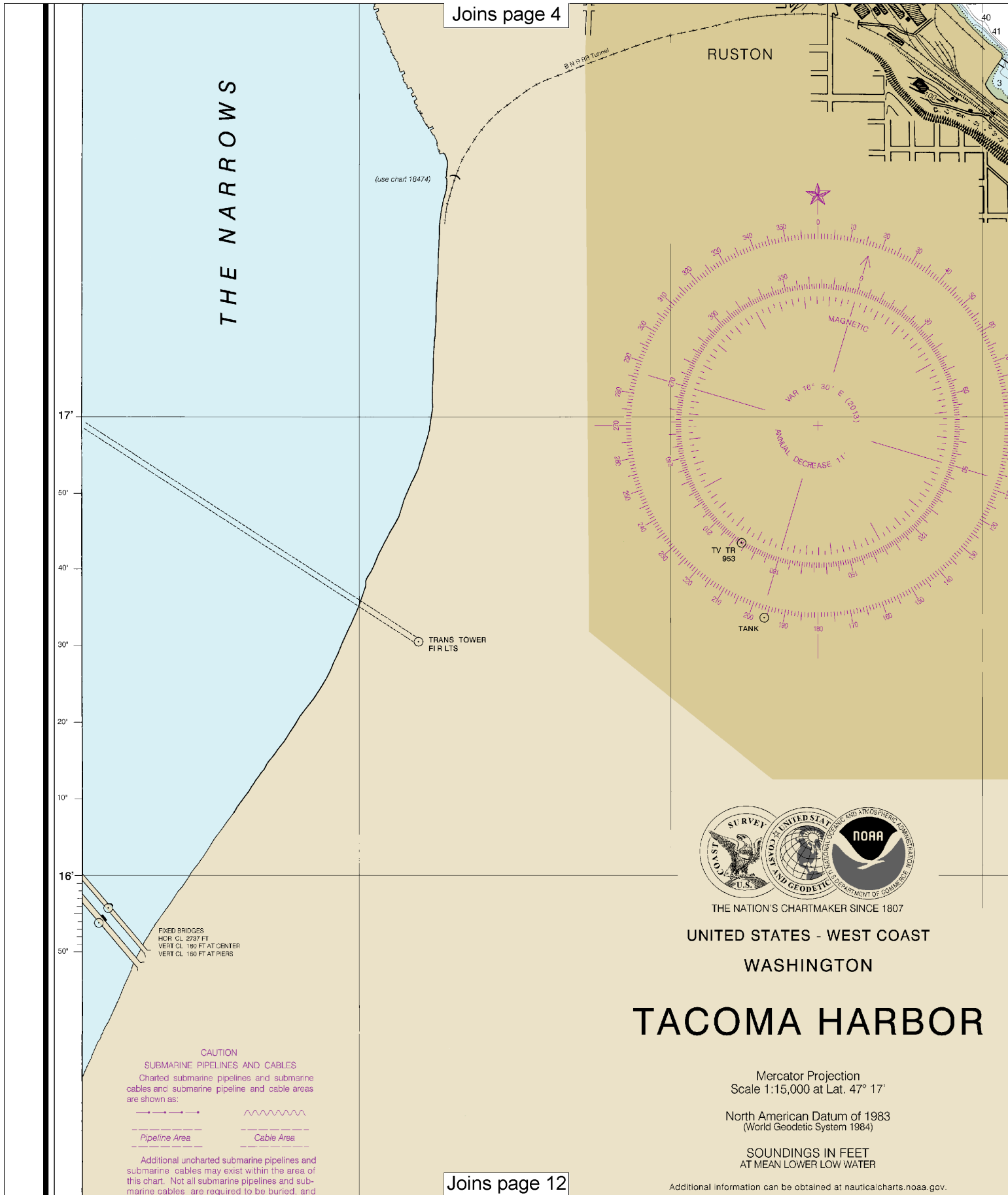
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been conducted in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

18'

17'



Joins page 11



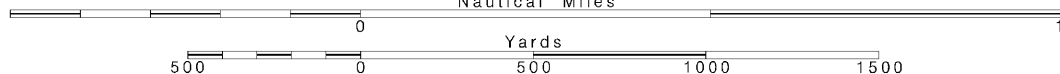
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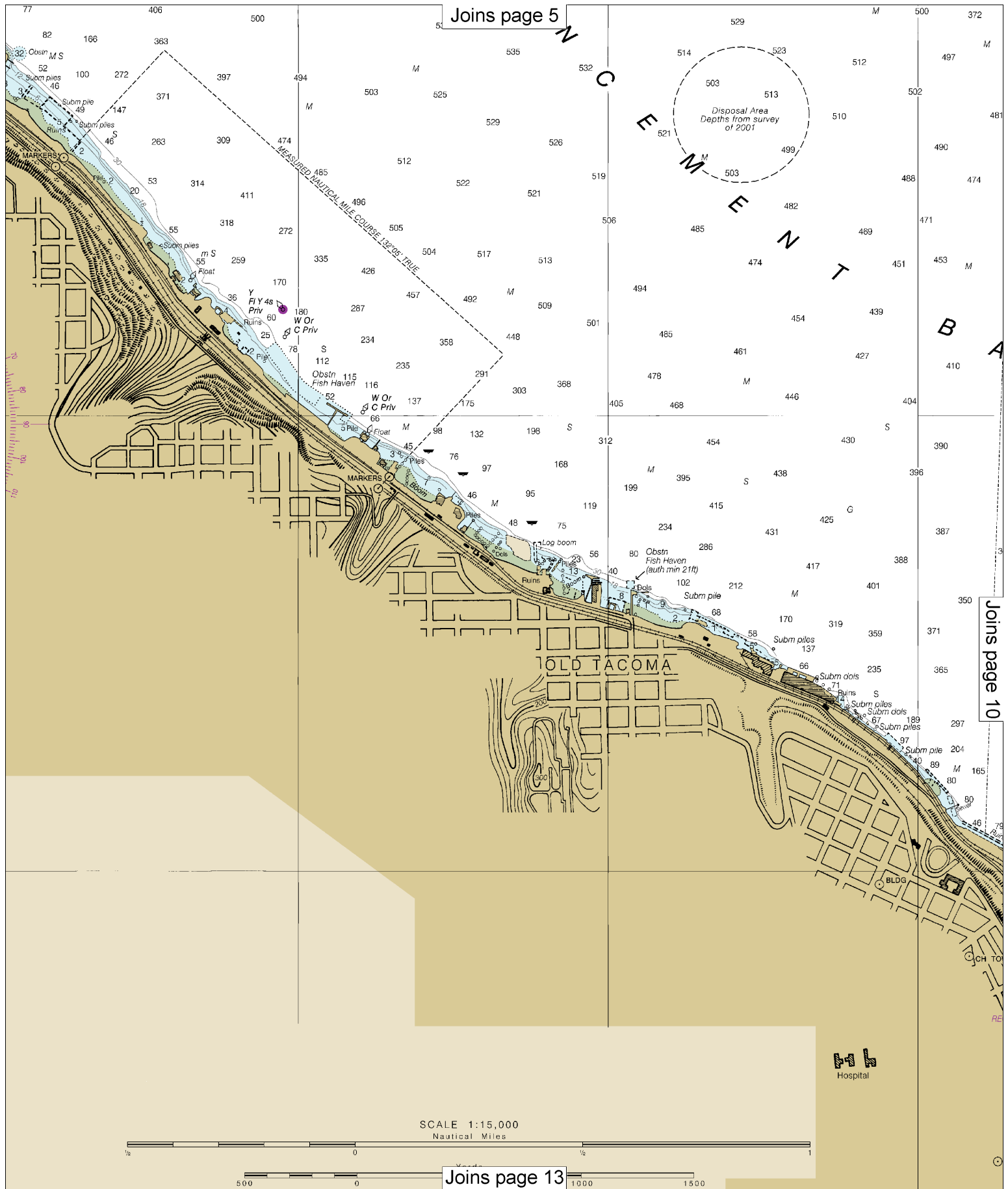
Note: Chart grid
lines are aligned
with true north.

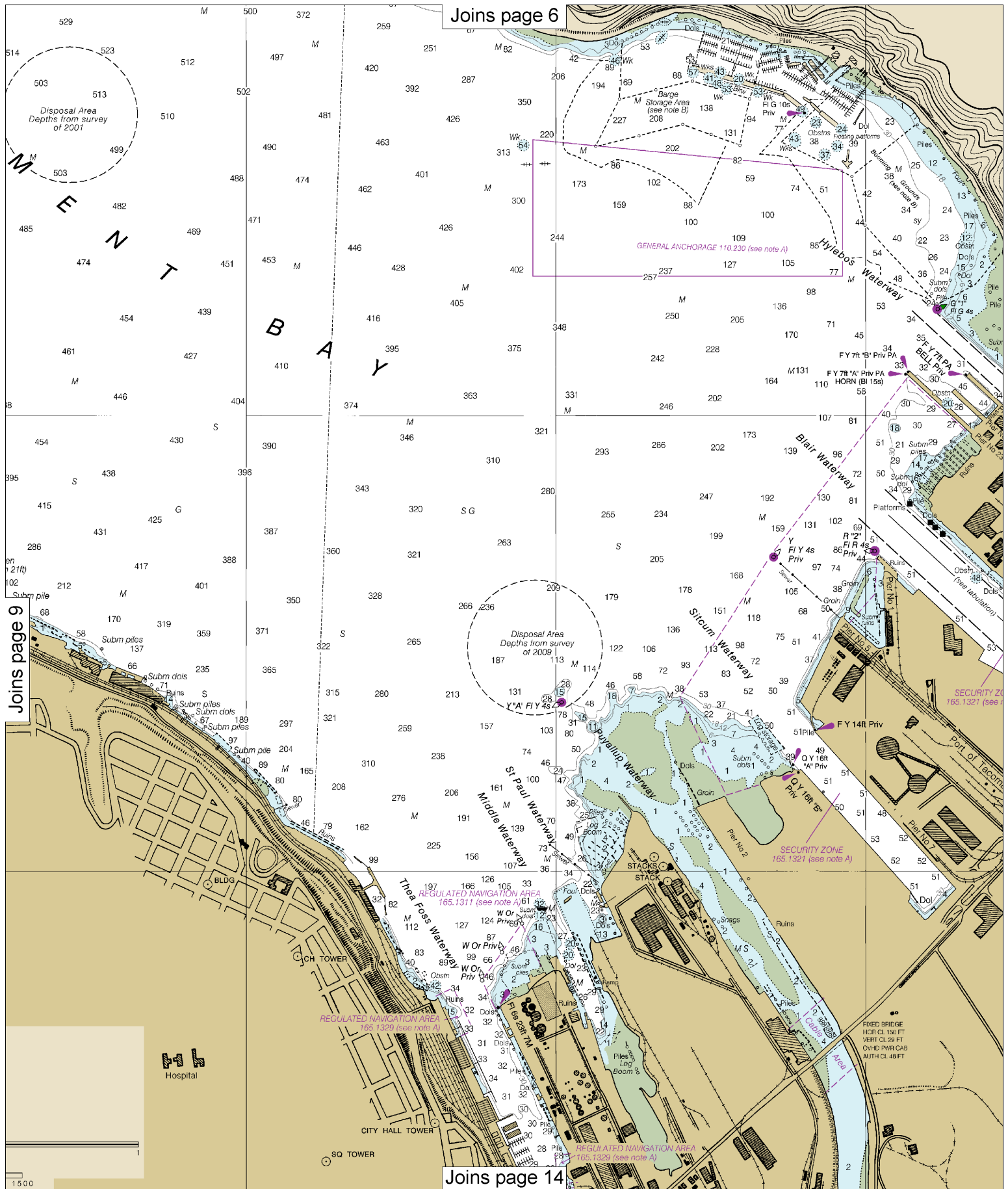
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SCALE 1:15,000
Nautical Miles

See Note on page 5.







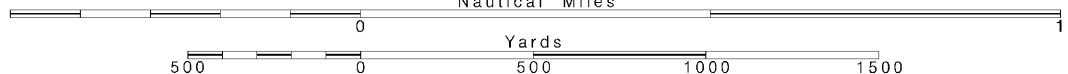
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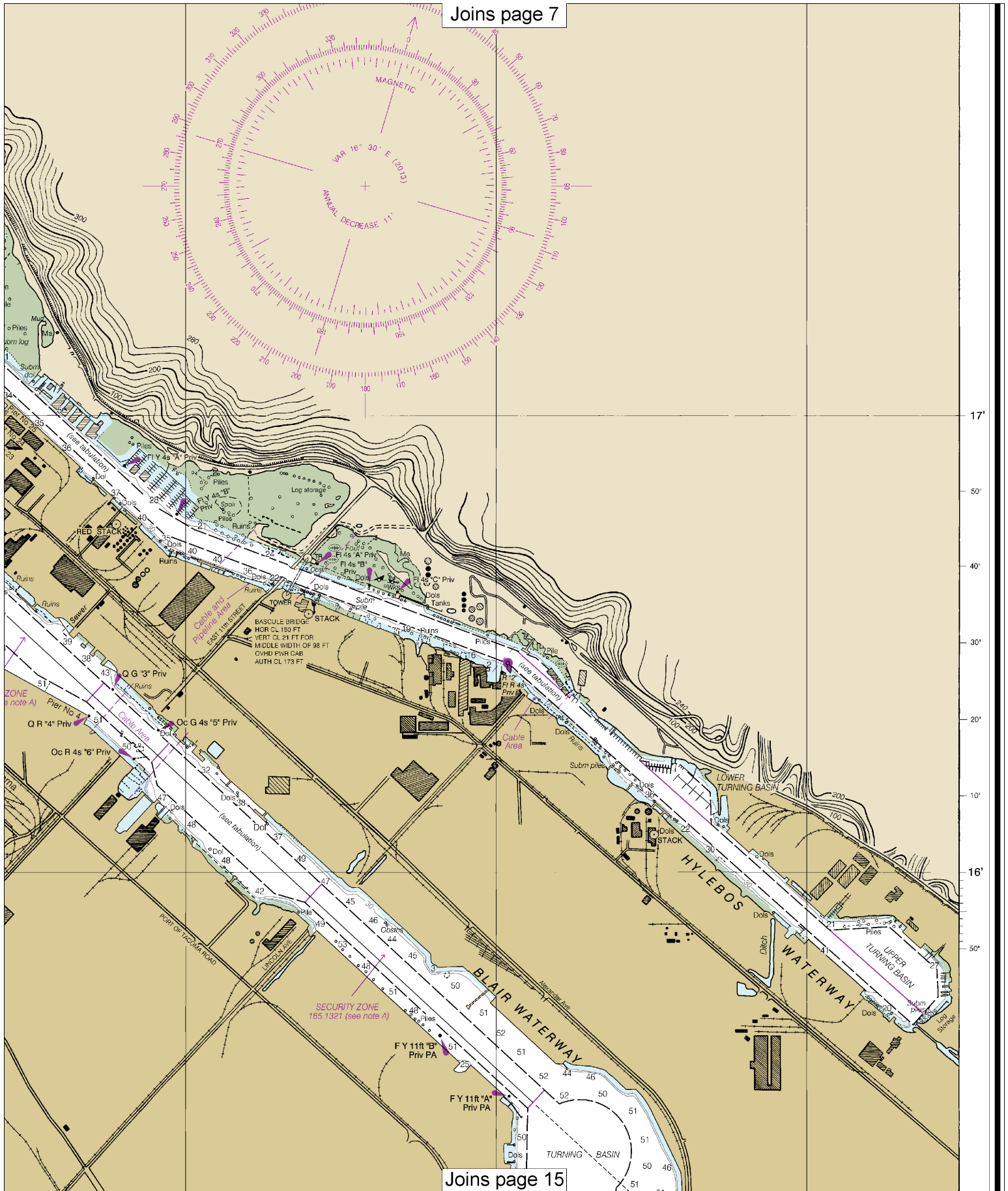
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.







THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST
WASHINGTON

TACOMA HARBOR

Mercator Projection
Scale 1:15,000 at Lat. 47° 17'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (M L L W)	Height referred to datum of soundings (M L L W)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Tacoma	(47°16'N/122°25'W)	11.8	10.9	2.9

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jan 2013)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo Morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Ror rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HQ lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mir marker	Ra Ref radar reflector	Wh whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
Bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

BASCULE

For bascule bridge to a full upright clearance, charted horizontal clearance.

Improved channels are subject to shoal.

Temporary channels are not Local Notice to Mariners.

AIDS to Navigation supplemental information.

NOAA WEATHER

The NOAA Weather Service provides coastal reception of nautical miles from as much as 100 nautical miles from high elevations.

Seattle, WA

COLREGS

International Regulations for Preventing Collisions at Sea. This chart falls within the Demarcation Line.

18453

27th Ed., Mar. 2013. Last Correction: 9/9/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

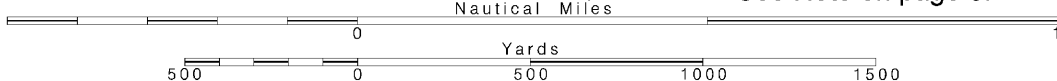
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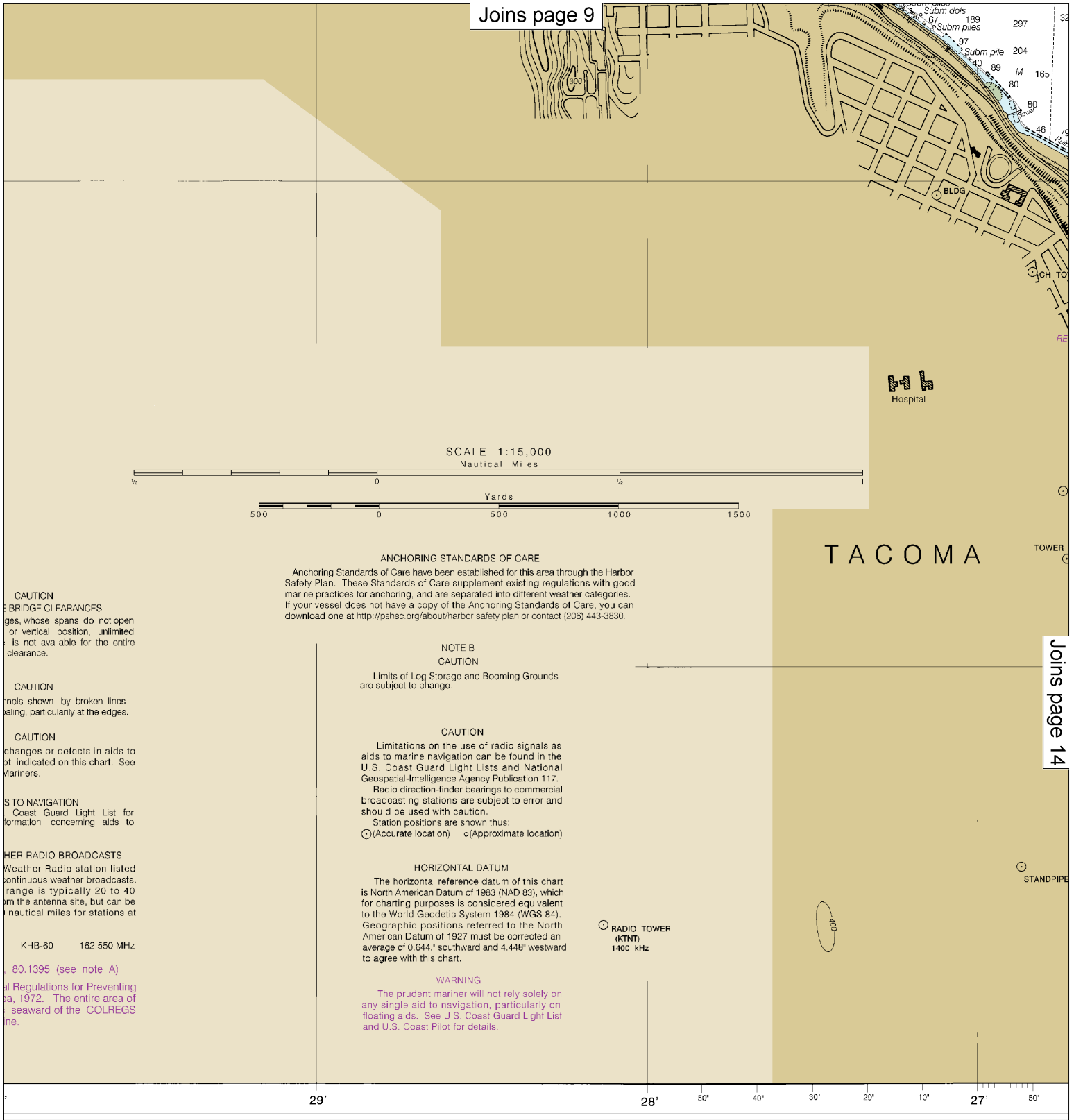
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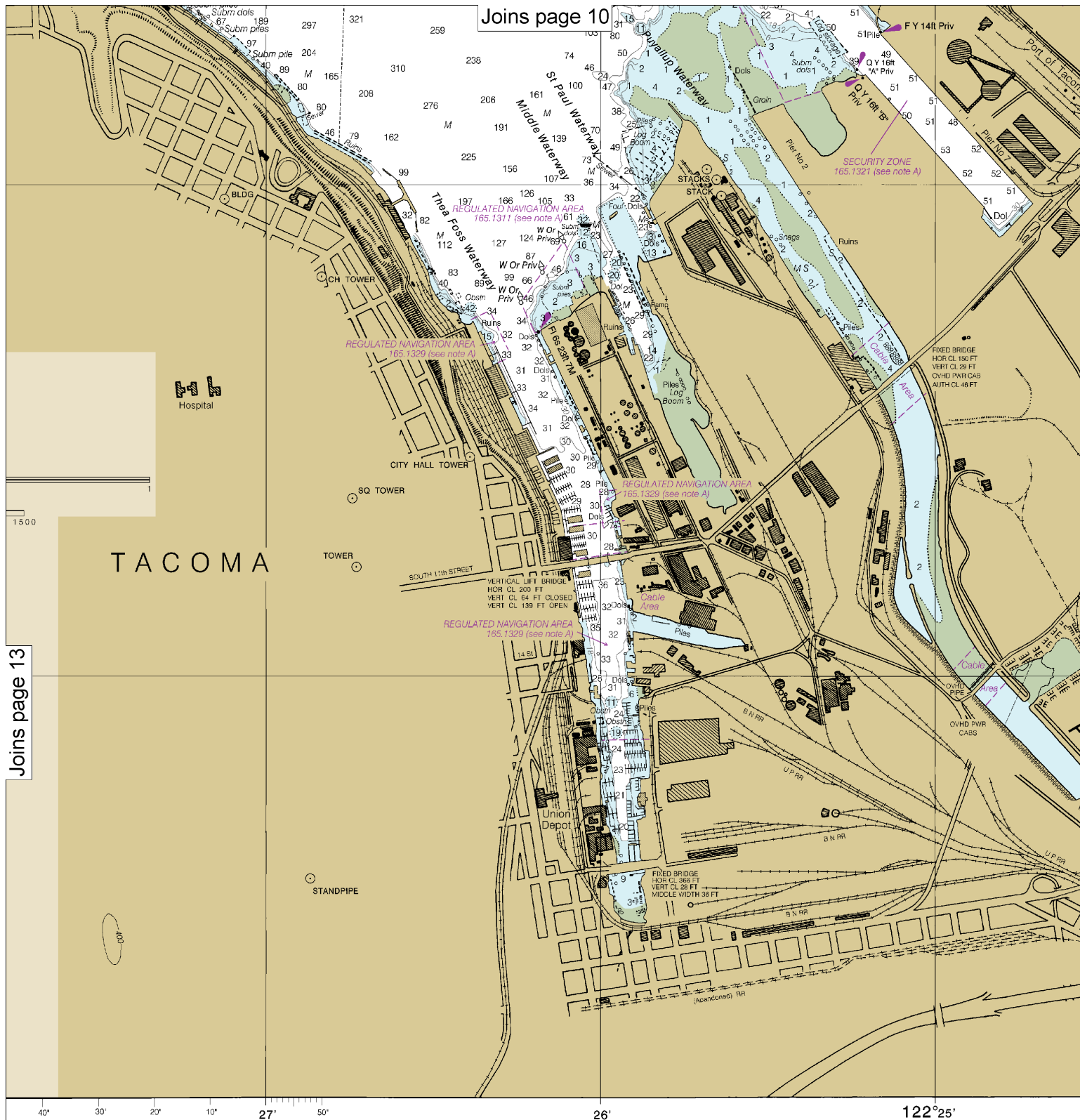
See Note on page 5.





SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

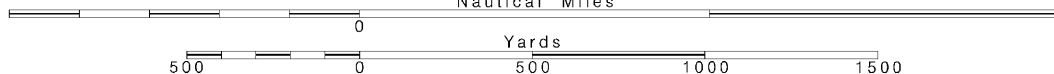
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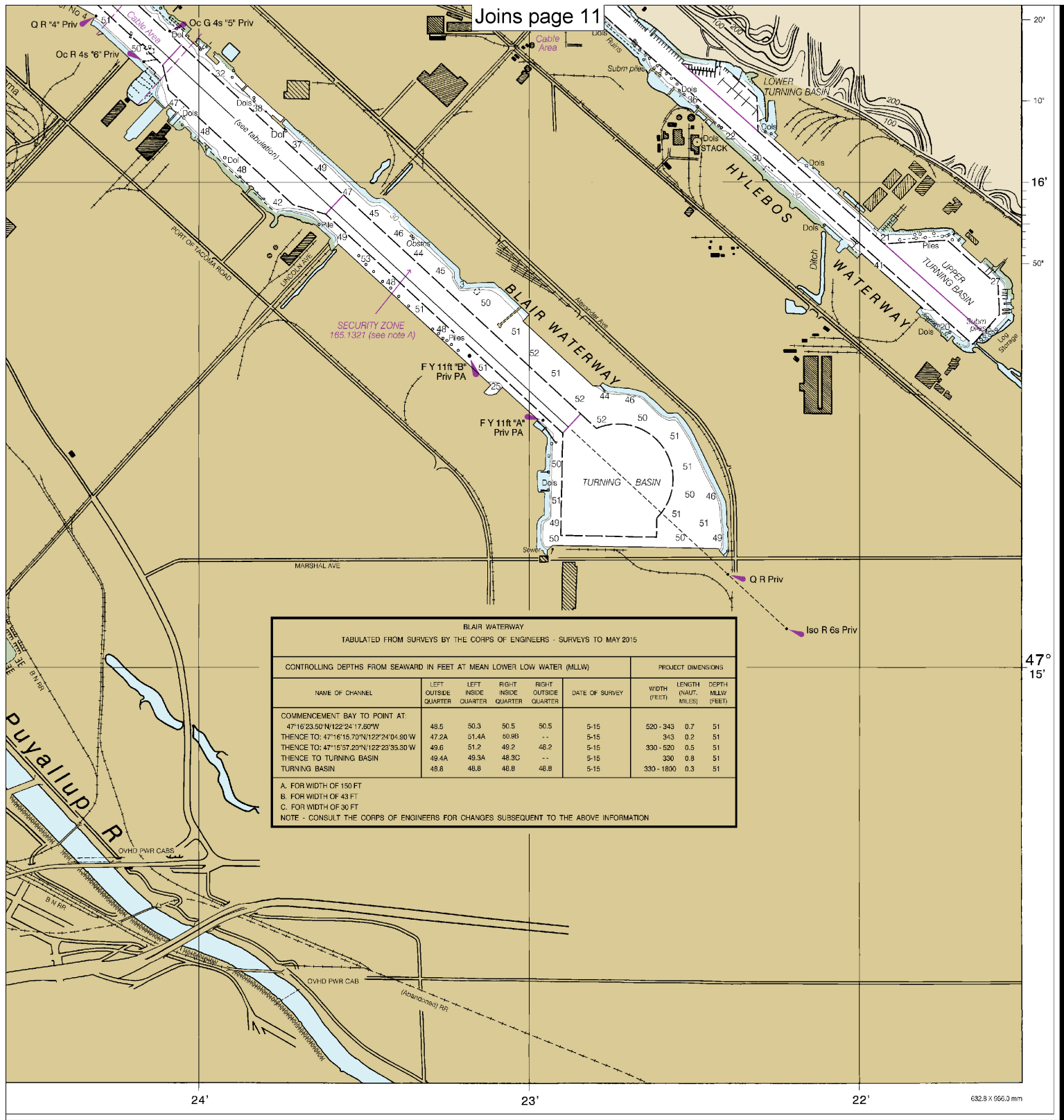
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





BLAIR WATERWAY									
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015									
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)	
COMMENCEMENT BAY TO POINT AT: 47°16'23.50"N 122°24'17.80"W	48.5	50.3	50.5	50.5	5-15	520-343	0.7	51	
THENCE TO: 47°16'15.70"N 122°24'04.80"W	47.2A	51.4A	50.8B	--	5-15	343	0.2	51	
THENCE TO: 47°15'37.20"N 122°23'35.30"W	49.6	51.2	49.2	48.2	5-15	330-520	0.5	51	
THENCE TO TURNING BASIN	49.4A	49.3A	48.3C	--	5-15	330	0.8	51	
TURNING BASIN	48.8	48.8	48.8	48.8	5-15	330-1800	0.3	51	
A. FOR WIDTH OF 150 FT B. FOR WIDTH OF 43 FT C. FOR WIDTH OF 30 FT NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION									

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Tacoma Harbor
SOUNDINGS IN FEET - SCALE 1:15,000

18453



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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